



THE REAL COPPER TRUST.

STEEL TRUST UNIVERSITY

Congressmen Object to Mr. Carnegie's Offer.

IT DOESN'T MEAN CASH

Gift to Be Made in the Shape of Steel Trust Stock.

THE PROFFER TO BE MODIFIED

Special to The Journal. Chicago, Dec. 12.—Walter Wellman, in a special telegram to the Record-Herald, says: Congress is disposed to look in the mouth of Andrew Carnegie's gift horse. It does not like the steel trust which it finds there.

It has become known that the cause of the delay of the public announcement of Mr. Carnegie's generous gift, which President Roosevelt had expected to make Tuesday by means of a special message to congress, is the fact that Mr. Carnegie proposed to give, not \$10,000,000 in cash, but \$10,000,000 in United States Steel preferred stock. In this form it is feared congress could not be induced to accept the endowment, and it is probable the offer will soon be renewed in cash, United States bonds or acceptable securities.

Mr. Carnegie's proposition was to give \$10,000,000 of steel trust stock to a board of regents, to be organized by act of congress, and to be named either by Mr. Carnegie himself or by President Roosevelt. This great sum was to be held in trust for fifty years, only the income to be devoted to the special scientific investigations and explorations which the donor wishes to encourage. The income from this stock would be \$500,000 a year, and in his letter to the president Mr. Carnegie offered to guarantee that the income should never fall below this sum.

President Roosevelt was ready to send his special message to congress according to the program arranged a week ago, but on consulting a few senators he found there was objection to congressional acceptance of the gift in steel trust stock.

These senators were asked to confer with some of their colleagues. They did so, and the judgment of the leaders of the senate, almost without exception, is that it would be a mistake to send to congress a proposal that the United States government accept the gift in such securities. It is understood that the president has undertaken the delicate task of suggesting to Mr. Carnegie that a conversion of the steel stock into cash or government bonds and an amendment of the terms of the proffer would be advisable.

Whether or not Mr. Carnegie has accepted this suggestion and acted upon it cannot be learned here, but it is presumed that he has or will do so at an early day.

NELSON FOR CHAIRMAN

Minnesota Senator May Have the Place of Wellington.

Washington, Dec. 12.—Senator Wellington of Maryland will lose his place as chairman of the committee to establish the university of the United States, for the reason that, having bolted the republican nominee for president, he cannot claim favor with the senate. The republican majority during the congress. The appointment will go to a republican in good standing, probably Senator Nelson of Minnesota. No change would be made if the committee did not give promise of becoming an important factor in legislation, owing to the offer of Mr. Carnegie to endow a national university by a gift of \$10,000,000. Wellington is taking his ostracism very hard.

NEURALGIA

Peculiar Movements in Amalgamated Copper Finally Explained.

Special to The Journal. New York, Dec. 12.—H. H. Rogers of the Standard Oil company and controller of the Copper pool, has been seriously ill of neuralgia for several days. The mysterious movements of Amalgamated copper have been due to the fact that while Rogers is disabled his colleagues refuse to take any aggressive action in the stock market.

G. A. R. REUNION

Executive Council Tackling the Question of Meeting Place.

Chicago, Dec. 12.—Members of the executive council of the national committee of the Grand Army of the Republic convened here to-day in Memorial hall and began the task of selecting the city in which the next reunion is to be held. Three cities put forth claims to the convention—Atlantic City, N. J.; Washington, D. C., and Denver. Objections were made by members of the council to the first two named cities on the ground that they were not centrally located. It is not expected that a decision will be reached until late to-night. Among the officers present were Commander-in-chief Eli Torrance, Minneapolis; Adjutant General Silas H. Towler, Minneapolis; and Loren W. Collins, St. Cloud, Minn. It has been practically agreed by the council members to hold the encampment in the fall in order to avoid the crowds of summer tourists.

COLLIER MATTEWAN

Six Days Overdue and Believed to Be Lost.

Port Townsend, Wash., Dec. 12.—The mail steamer Gertrude, from Noah Bay, this morning brings news which seemingly accounts for the fate of the collier Mattewan, now six days overdue at San Francisco from the sound. On Saturday, near Ozeite, on the coast, the natives found a complete medicine chest and several water and fire buckets, also a board, and every piece bears the name "Mattewan" plainly painted. A boy from the Indian school, visiting his family at the reservation, saw the wreckage and affirms the identity.

MERCER RETIRES

Indian Agent at Leech Lake Complimented by the Indian Commissioner.

Mercer Retires at His Own Request, Desiring to Join His Regiment.

From The Journal Bureau, Room 45, Post Building, Washington.

Washington, Dec. 12.—Captain W. A. Mercer, Eighth cavalry, will be relieved of his duties as Indian agent at Leech Lake, Minn., by Major George L. Scott, George L. Scott, Sixth cavalry, about Jan. 1. He is directed to report to Adjutant General Corbin for orders. It is believed that he will be assigned to duty with his regiment, with possibly a short leave of absence. Captain Mercer has been relieved at his own request, according to war department officials. The latter are especially emphatic in declaring that this is the only reason for his going back to his regiment.

Secretary Hitchcock could not be seen, but in his office a statement was given out that there had been no friction between him and Captain Mercer. On the other hand it is said that their relations have been most cordial and that he has carried out the secretary's instructions to the letter, and the latter regrets exceedingly that he is forced to part with a most efficient subordinate.

Indian Commissioner Jones, with whom Captain Mercer has been more intimately associated in an official way than with the secretary, said: Captain Mercer has been relieved at his own request. It is a man in comparatively low rank in the service and felt it to be to his own interest to be with his own regiment. When an officer is on detail duty, as Captain Mercer has been, he loses touch and probably impairs his chances for promotion. Officers in active service are disposed to find fault because any one of their number is allowed to stay away from his command and devote his attention to do this in Captain Mercer's case. This criticism is unjust, however.

When the Spanish war broke out Captain Mercer filed a request to be relieved from detail and sent back to his regiment. He had just gone to Leech Lake, where he was sent from Nebraska to carry out a definite policy of this office. On my advice, therefore, Secretary Hitchcock specially urged that Captain Mercer should be allowed to do this in his promotion. Officers in active service are disposed to find fault because any one of their number is allowed to stay away from his command and devote his attention to do this in Captain Mercer's case. This criticism is unjust, however.

Was Between Two Fires. The foregoing is the first reason for Captain Mercer's relief. A secondary consideration is the fact that he found himself between the upper and nether millstones toward the latter part of the dead-and-down operations. He was being ground by the Indians on top and the lumbermen on the bottom. At the conclusion of the dead-and-down operations the lumbermen had cut a large amount of green timber, and they declared that Captain Mercer was permitting the fraud and passed resolutions condemning his administration. He made an investigation and found the Indians' allegations to be true. Then he got after the contractors. He found out by special investigation that they had cut millions of feet of green timber. He demanded payment of the timber from the contractors. The contractors refused to pay for the illegal cut.

This made him unpopular with him and certain of them have, it is said, attempted to circulate stories reflecting on his administration. Officers of the department say that these stories were investigated before consent was given for his transfer and found to be untrue. Between these two forces Captain Mercer had had an unpleasant time lately, and was all the more anxious to get away on that account. Captain Mercer is thoroughly disgusted at the way in which he is being treated, and he will be glad to shake the dust of Minnesota off his feet.

Major George L. Scott, his successor, is familiar with logging operations. He was sent at La Pointe for some time and was sent from there to Fort Sill, Oklahoma, about four years ago.

Knox's Knomination.

It is said to-day that Senator Hoar consented to the holding up of the appointment of Attorney General Knox because Jones, Tillman and other democratic senators insisted that the anti-trust people should be given a chance to present their charges. If this chance were not given, the democratic leaders said they would feel justified in trying to prevent confirmation. They will probably vote against it. In any event, but it is understood that they will not resort to unfair tactics should the charge of the anti-trust people prove weak.

REFORMERS ENCOURAGED

Civil Service Association Comments President Roosevelt.

Boston, Dec. 12.—The twenty-first annual convention of the National Civil Service Reform association opened here to-day. The report of the council says: The past year has been one of encouragement for the friends of civil service reform. The language and official action of President Roosevelt leave no room for doubt as to his hearty sympathy with the friends of good government and pure politics. The recent action in New York will be almost certainly followed by a great advance in the practical application of the principles of the league.

THORSON WON'T ACCEPT

Salary of Inspector of Rural Routes Is Too Small.

Special to The Journal. St. James, Minn., Dec. 12.—Thomas Thorson announces that for business reasons he will not accept the appointment of inspector of rural mail routes. The salary is too small to pay him.

NEED PHOSPHATE.

Paris, Dec. 12.—The physical weakness of the people of Annam and Tonquin is being attributed to the absence of phosphate in their rice diet. M. Doumor, governor general of French Indo-China, has ordered a cargo of phosphate from Tunis in order to introduce it in the rice fields.

DEPEW'S WEDDING DAY.

New York, Dec. 12.—It is now announced that the marriage of Senator Depew to Miss Palmer will take place at Nice, France, Christmas Eve.

HILL WITHDRAWS FROM NOR. PAC.

Great Northern President Resigns His Directorship—A Victory for Van Sant and Minnesota.

Special to The Journal.

New York, Dec. 12.—James J. Hill has resigned from the board of directors of the Northern Pacific company. This is said to be preliminary to other equally important changes in the directorate of not only the Northern Pacific, but of all the roads in the railroad trust.

Harriman of the Union Pacific, who is also a member of the Northern Pacific board, is said to be slated for retirement from the latter board soon.

This is deemed necessary to put the trust in a position to fight the efforts of Governor Van Sant to prevent the merger.

The retirement of Hill from the Northern Pacific is a victory for Governor Van Sant and Minnesota as it shows the trust recognizes the validity of the Minnesota law.

THE ASSOCIATED PRESS VERSION.

New York, Dec. 12.—It was announced to-day that James J. Hill had resigned from the board of directors of the Northern Pacific.

It was reported in financial circles that Mr. Hill's resignation had been contemplated for some time and that it probably would be formally presented about Jan. 1. It was denied that the resignation had been caused by the attacks made on the Northern Securities company and that he is to operate both the Great Northern, of which Mr. Hill is president, and the Northern Pacific.

IT WAS A PLAIN VIOLATION

The Law That Mr. Hill Broke in Holding Directorship.

The resignation of Mr. Hill from the Northern Pacific directorate is locally held to be very significant. It is considered a concession to the indignation of the northwest against open violation of the law by railroads and railway officials. Whatever may be the status of the Northern Securities company before the law, it is apparent to any layman that in retaining membership in the Northern Pacific board of directors while president of the Great Northern, Mr. Hill was plainly violating a Minnesota law that forbids such double officeholding in the most unmistakable language. The law governing this point was originally enacted in 1874, and as it stands to-day (Section 2717 Revised Statutes) reads as follows: No railroad corporation, or the lessee, purchaser or managers of any railroad corporation, shall consolidate the stock, property or franchises of such corporation with, or lease or purchase, the works or franchises of, or in any way control any other railroad corporation, owning or having under its control a parallel or competing line; NOR SHALL ANY OFFICER OF SUCH RAILROAD CORPORATION ACT AS AN OFFICER OF ANY OTHER RAILROAD CORPORATION OWNING OR HAVING CONTROL OF A PARALLEL OR COMPETING LINE; and the question whether railroads are parallel or competing lines shall, when demanded by the party complainant, be decided by a jury, as in other civil issues.

Mr. Hill having decided to respect one Minnesota law that has literally applied to him ever since he was elected a director of the Northern Pacific, is still trying to evade, by means of the Northern Securities company, the following law (Section 2716, General Statutes, 1894): No railroad corporation shall consolidate with, lease or purchase, or in any way become owner of, or control, any other railroad corporation, or any stock, franchises, rights or property thereof, which owns or controls a parallel or competing line.

N. P. PREFERRED

Why Attempt to Prevent Retirement Doesn't Worry Insiders.

Special to The Journal.

New York, Dec. 12.—Insiders attach no importance to the reported attempt to prohibit the retirement of Northern Pacific preferred stock by injunction proceedings. They doubt whether an injunction could be secured in view of the fact that a very large majority of the preferred stockholders are in favor of retirement and also the fact that the stockholders' dividend rights of preferred are such that they can be easily exercised at some future time and they suffer no damage meanwhile that cannot be repaired.

In other words, there is no legal infringement whatever of Northern Pacific unassented preferred stockholders' rights. It will be easy to arrange with them later on as to their share of profits. For this reason the matter is viewed with comparative indifference by the principal interests concerned.

The selling of St. Paul stock is now said to be due to the theory that any attempt to consolidate the stock of the Northwest combination would dispose of it as one of the probable bidders for the control of the St. Paul.

At the offices of J. P. Morgan & Co., Kuhn, Loeb & Co. and the Great Northern it was said that no information had been received of any attempt to prevent the retirement of the Northern Pacific preferred stock on Jan. 1 as ordered by the board of directors.

M. & ST. L.

Wall Street Regards Its Present Policy a Wise One.

Special to The Journal. New York, Dec. 12.—It is said in Wall street, in connection with the Minneapolis & St. Louis road's phenomenal showing since it fell into the hands of the present controlling interests, headed by Edwin Hawley, that efforts were made some months ago by the Illinois Central to lease the property on a guaranteed dividend of 4 per cent on common stock. This was for the purpose of giving the Illinois Central an entrance of its own into Minneapolis and St. Paul, and the control of valuable terminals. Earnings are now on so large a scale that the refusal to make such a lease has proved to have been good policy. The Illinois Central is controlled by the same syndicate and it is only a question of time and probably short, when the two properties will be consolidated.

NO WAR

Chile and Argentina Will Probably Keep the Peace.

Washington, Dec. 12.—Secretary Hay has received cablegrams from Minister Lord at Buenos Ayres and Minister Wilson at Santiago de Chile, stating that while the situation is extremely grave, the best opinion is that war between Chile and Argentina will not follow.

Married at the Age of 81

Special to The Journal. Monticello, Minn., Dec. 12.—W. W. Marvin, aged 81 years, a resident of this place, and one of the wealthiest men in the county, was married in Minneapolis to Miss Stevens, a lady of 29 years. The marriage caused a sensation here when it became known. Miss Stevens has been Mr. Marvin's nurse for about a year. She returned to Minneapolis two or three months ago, and the engagement soon followed. Mr. Marvin provided generously for his two children and, it is said, settled a handsome portion upon his young and beautiful bride.

Day Will Double in Length

Special to The Journal. Chicago, Dec. 12.—Sixty million years hence, according to Sir Robert Ball, the famous astronomer, day will be about twice as long as it is now, or, in other words, it will take the earth approximately forty-eight hours to revolve on its axis instead of twenty-four. This is based upon the theory that an equal number of years ago the day was only half as long as it is now. Sir Robert Ball said this here in a lecture on "Time and Tide"

ATTEMPT TO KILL CANAL TREATY

Transcontinental Railway Companies Fear the Competition of a Canal Across the Isthmus.

Therefore They Oppose the Treaty and Attitude of Northwestern Senators Causes Anxiety.

Special to The Journal.

Chicago, Dec. 12.—A Washington special to the Tribune says: From a source close to the administration it is learned that secret influences have been brought to bear in the senate to further an attempt to kill off the Hay-Pauncefote treaty. These influences, it is said, are being operated under cover in the executive session of the senate, but it is quite apparent that they have their origin in the well-understood opposition of transcontinental railroads.

It is said that two or three northwestern senators have developed a sudden spirit of criticism and as they are republicans the fact has created considerable anxiety. As is generally understood, the old Huntington railroad interests practically control the Panama railroad. That line has a monopoly of the transit across the isthmus, both freight and passenger. It would be the first sufferer by the opening of a canal, but the transcontinental railroad lines themselves also would be forced to reduce their freight charges from California. As the Huntington interests own the Panama railroad, freight rates from California to New York have been fixed at a high figure, both by land and water, because the trip around Cape Horn is so long as to eat up all the profits of a voyage.

All-Year Competition.

With the opening of a ship canal across the isthmus many independent lines of steamers would run direct from San Francisco to New York and the transcontinental railroads in the United States would have to meet this water competition all the year around. The canal, of course, means the practical destruction of the Panama railroad, except for purely local traffic. The interest of the transcontinental railroad companies, of course, is entirely adverse to the canal.

For a considerable length of time the Panama canal was used as a stalking horse for this opposition. The Frenchmen were unable, however, to prevent the negotiation of the Hay-Pauncefote treaty, and the railroad interests have therefore been compelled to go into the senate. They have been endeavoring to stir up democratic opposition, but soon saw this would not be sufficient, and so the railroad lobby has been industriously at work poisoning the minds of certain republican senators.

The senators have been persuaded to object to the treaty because it does not give the United States the right to fortify in so many words, and also because it

does not specifically authorize this country to seize the canal in time of war.

To Secure Delay.

The scheme is said to be to induce two, three or perhaps a half dozen republican senators to insist on an amendment to the treaty providing more distinctly for the complete control of the canal by the United States as much in war as in peace. Such an amendment, it is said, probably would be seized upon by the democrats and if supported by a few republicans might be adopted. Any amendment at all, of course, would lead to further negotiations between this country and Great Britain. This would mean delay, which is what the transcontinental railroads are working for.

In the opinion of well-informed diplomats here, if a regularly negotiated canal treaty is amended for the second time by the senate Great Britain would drop the whole matter just where it is, the Clayton-Bulwer treaty would be invoked to prevent the United States controlling the canal and the triumph of the transcontinental railroad interests would be complete.

GETTING RIGHT OF WAY

Senator Morgan's Bill is Favored—Statements of Report.

Washington, Dec. 12.—The senate committee on isthmian canals to-day authorized a favorable report upon Senator Morgan's bill providing for the acquisition from Nicaragua and Costa Rica of the right of way via the Nicaragua route. Senator Morgan later presented this report to the senate with a voluminous report upon the general subject of a canal across the isthmus. Action on the bill providing for the construction of the canal was deferred.

Secretary Morgan's report says that the letter of President Huetin of the Panama Canal company to Secretary Hay was dated Nov. 22 last and that it was written after Admiral Walker, as president of the commission, had closed his correspondence with Mr. Huetin relating to the sale of the Panama canal. He then adds: The letter to Mr. Hay, with the appendix thereto, and the memorandum that accompanied it, is an attack on the president of the commission, replete with false assumptions and pervasions of fact, and is evidently intended to create a side issue, the debate upon which, it is hoped by M. Huetin, will delay, if it does not defeat, the final action of congress in providing for the construction of any canal.

This proceeding, and the placing of this correspondence in the hands of the president of the United States by M. Huetin, with a request that it be communicated to congress, is but a continuation of the presumptuous and offensive proposition previously made by the Panama Canal company. The desperate financial straits of the new Panama Canal company compelled them to make overtures to the United States to unload their enterprises on the United States, and their agents became accordingly aggressive in this effort.

Speaking of the canal project itself, Senator Morgan says the failure to construct such a canal would cause national despair. "For fifty years," he says, "the power of the British government and combinations in the United States, aided by France, have defeated all efforts to open an American canal." He declared that the Clayton-Bulwer treaty was an injustice. "Great Britain's control of the Mosquito coast was a pretense and held us in leash until the control of the Suez canal could be effected. If no other course is open, the Clayton-Bulwer treaty should be abrogated by congress."

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JUDGE BAKER

President Roosevelt Gives a Lucid Explanation of His Action.

New York Sun Special Service

Washington, Dec. 12.—President Roosevelt has an explanation of his action in appointing Judge Baker to the vacancy on the circuit court bench which is as simple as it is characteristic and which seems to dispose of the charge that he has unduly recognized Senator Beveridge as against Senator Fairbanks. In discussing the matter with one of his callers the president is reported to have said: Places on the bench, like places in the army, are not political. They are for life or good behavior, and must necessarily be made with reference for the special fitness of the candidate. The responsibility is upon the appointing power, and the mistake made by him cannot readily be corrected, and he must bear the blame of it. I intend to listen carefully to what senators and representatives say about candidates for the bench and for the army, but in making the appointments for such positions where great responsibility and life tenure are involved I shall make the appointments without regard to political influences.

In the Indiana case, after going over the whole situation, I was led to believe that Judge Baker was the best equipped man for the position of circuit judge and I ordered his papers made out without any reference to the question of whether he was or was not endorsed by either one or both of neither of the senators from Indiana.

FIFTEEN YEARS

Sentence of Kilpatrick, Alias Longbaugh, the Montana Train Robber.

St. Louis, Dec. 12.—In the United States district court Ben Kilpatrick, the Montana train robber, was sentenced by Judge Adams to fifteen years' imprisonment in the state penitentiary at Jefferson City, Mo.

The sentence followed a jury verdict finding the prisoner guilty on one of the seventeen counts in the indictment. Laura Bullion, indicted jointly, was also found guilty on one count, but was not sentenced. Judge Adams announced that he did not wish to send the two prisoners to the same penitentiary and would defer sentence on the woman until he ascertained whether he could legally send her to some penitentiary outside Missouri.

When the jury had been selected it was announced that Kilpatrick confessed that he was guilty, as charged in the twelfth count of the indictment, of passing bank notes issued by the secretary of the treasury which had been passed upon Max Barnett in St. Louis.

It was also announced that the Bullion woman pleaded guilty of having in her possession altered bank notes. Thereupon the court ordered the jury to retire. It required less than fifteen minutes for the jury to agree. Kilpatrick and the Bullion woman were arrested in this city over a month ago on the suspicion that they had something to do with the hold-up of the Great Northern train near Wagner, Mont., when between \$80,000 and \$100,000 of unsigned Helena National bank notes were stolen from the express car. In their possession were found \$10,000 worth of these notes, some of which bore the forged signature of the bank's officials.